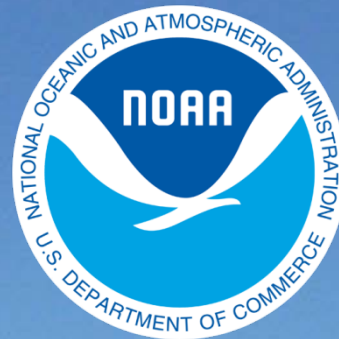


BookletChart™

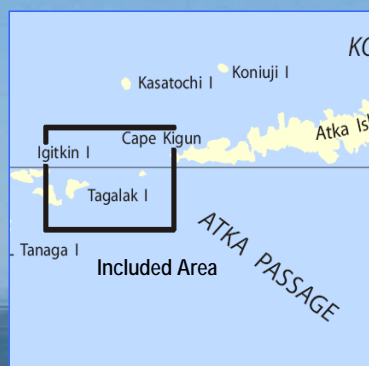
Atka Island to Chugul Island

NOAA Chart 16484

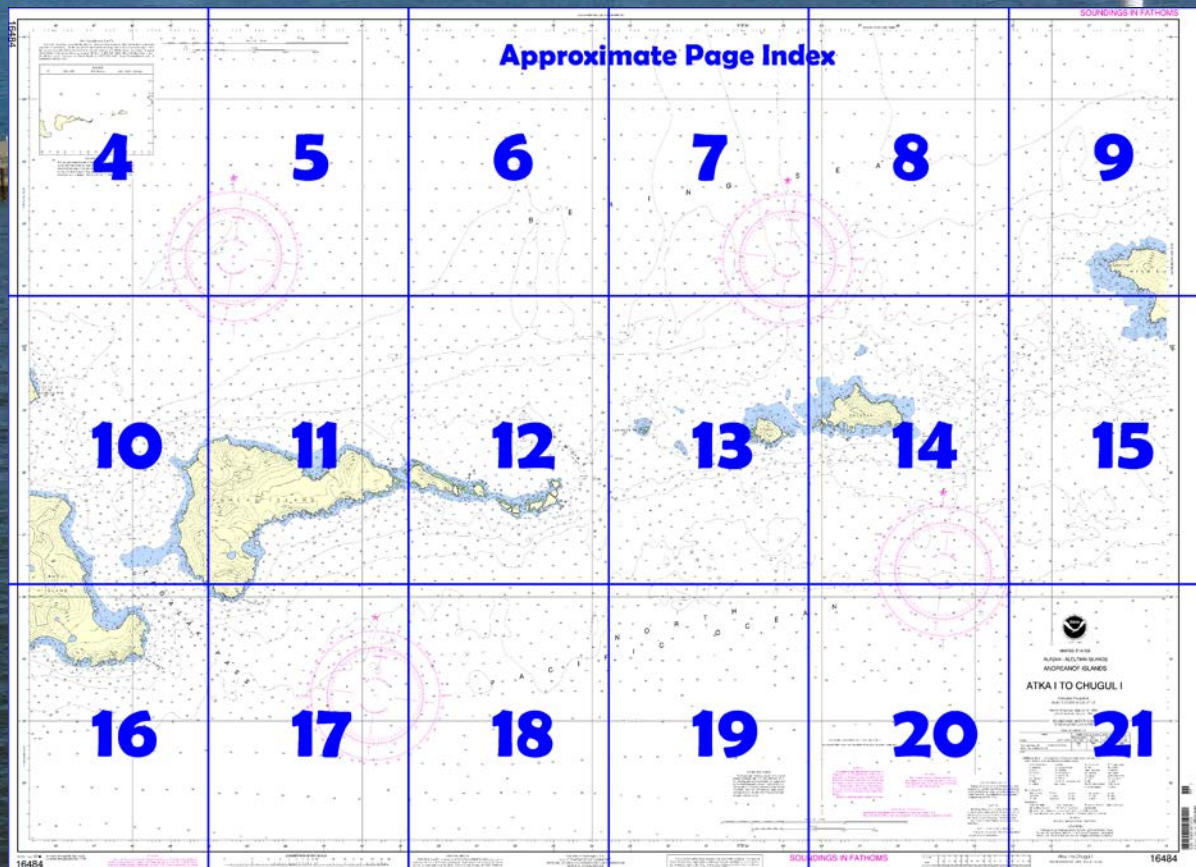


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16484>.



(Selected Excerpts from Coast Pilot)

Oglodak Island is about 4.5 miles SW of Cape Kigun, the W extremity of Atka Island. It is about 1.3 miles long and 0.7 mile wide and is steep and mountainous. The shores are precipitous and rocky, and fringed with off-lying islets and rocks.

Atka Pass, 4 miles wide between Atka Island and Oglodak Island, has depths of 10 fathoms or more to within 0.5 mile of each shore. A shoal with a least depth of 2 fathoms is 0.5 mile N of Oglodak Island;

broken ground with depths of 7 to 9 fathoms extends 0.8 mile SE of the island. There are heavy tide rips and strong currents in the pass. Atka

Pass is one of the best passages in the Andreanof Islands between the Bering Sea and the Pacific.

Ikiginak Island, 1 mile W of Oglodak Island, consists of an almost cone-shaped mountain, 872 feet high. The island is 700 yards in diameter with detached islets at the E and W ends. The shores are steep, rocky, and fringed in places by off-lying rocks.

The pass between Oglodak Island and Ikiginak Island has rocks that extend from both shores; it is not recommended without local knowledge.

Fenimore Rock is 1.7 miles W of Ikiginak Island and 1.6 miles NE of the easternmost of the rocky islets that extend E of Tagalak Island. The rock is about 300 yards long and 220 feet high. There are several off-lying rocks covered 2 to 4 fathoms.

Fenimore Pass, W of Fenimore Rock, has depths of 13 to 27 fathoms. Tide rips are found in several parts of the pass, and currents in excess of 4 knots have been observed.

Tagalak Island, about 6 miles W of Ikiginak Island, is mountainous, roughly triangular in shape, and about 3.2 miles long and 2.5 miles wide. From the E point of Tagalak Island, a chain of small rocky islets, fringed by foul ground, extends to the E about 2.7 miles. The highest peak on Tagalak Island is 1,761 feet. The shores in general are steep and rocky with a few small beaches. The shoreline in most places is fringed by detached rocks.

On the N side of the island chain is a bight that affords temporary anchorage in good weather with fair protection from the S and W in 10 to 15 fathoms, sand bottom; holding ground is fair. Currents are quite strong.

Tagalak Pass, 1 mile wide in its narrowest part between Tagalak Island and Chugul Island, has depths of 5 fathoms or more to within 0.3 mile of the shores. The pass has the strongest tide rips and overfalls encountered in the Andreanof area. The pass is not highly recommended, but if used, midpass courses should be followed.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

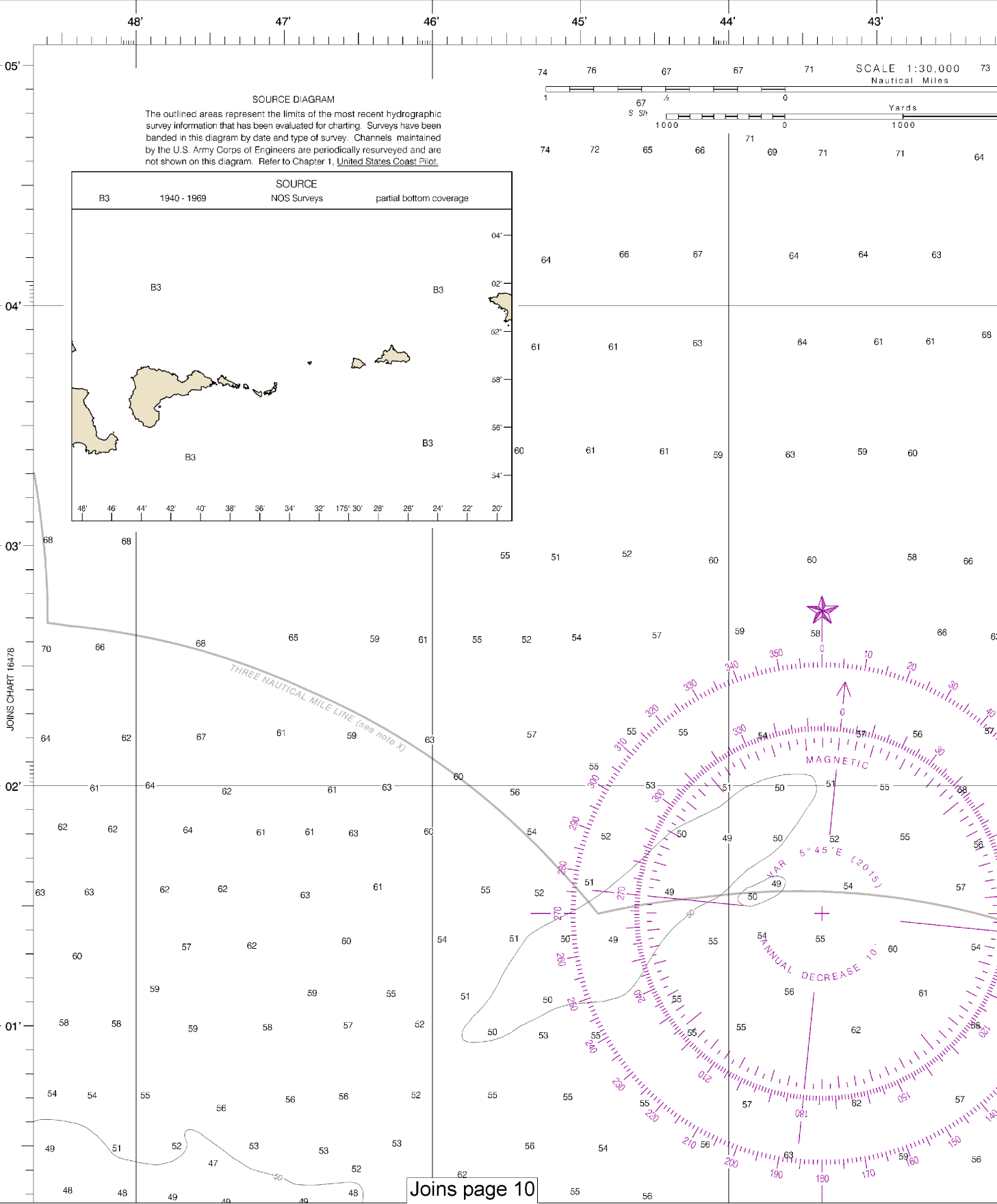
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

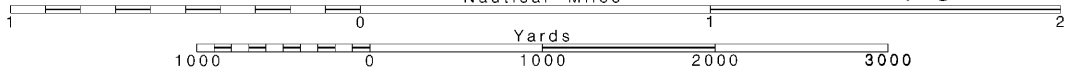


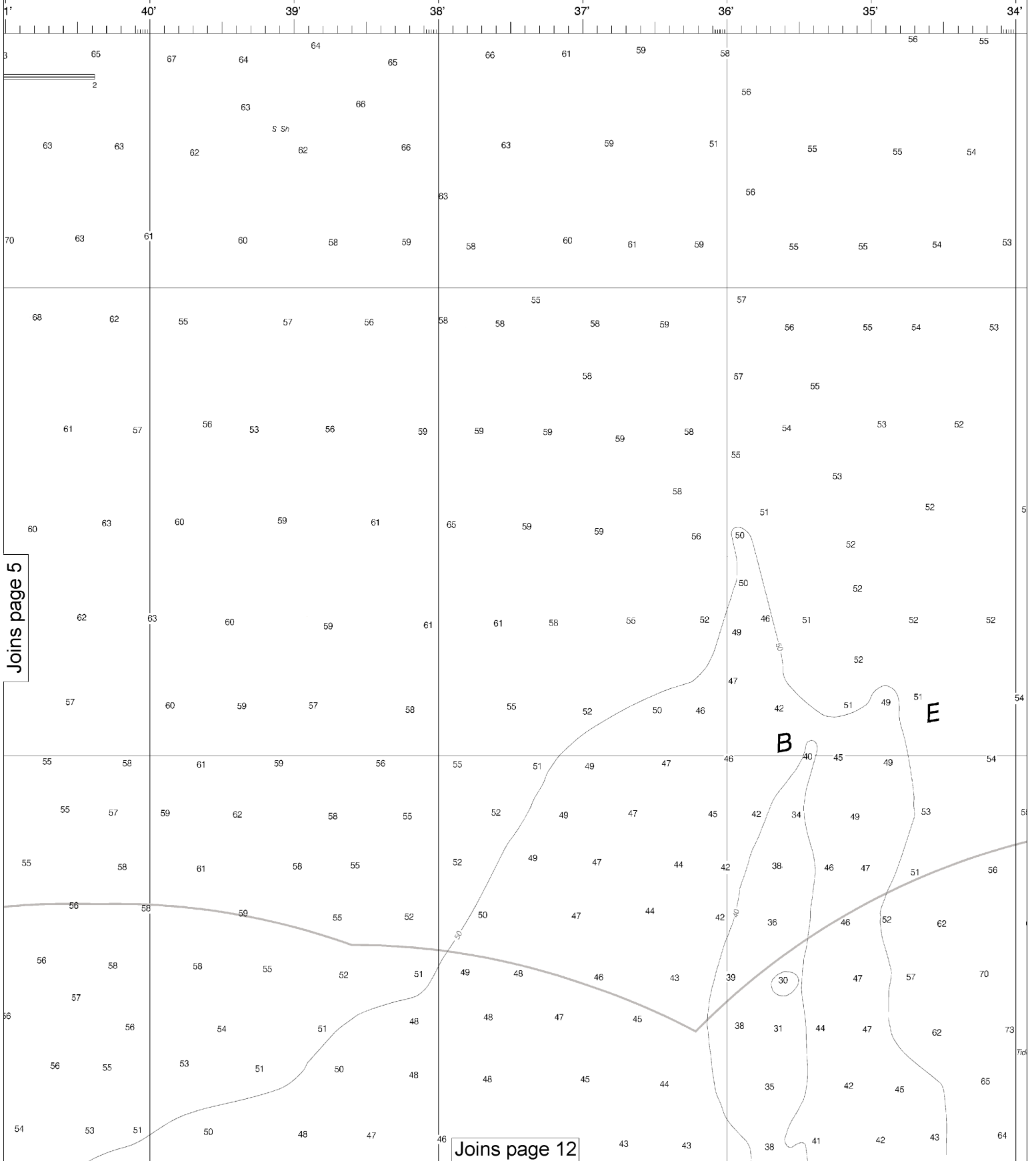
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000

See Note on page 5.





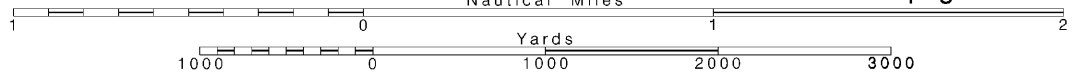
6

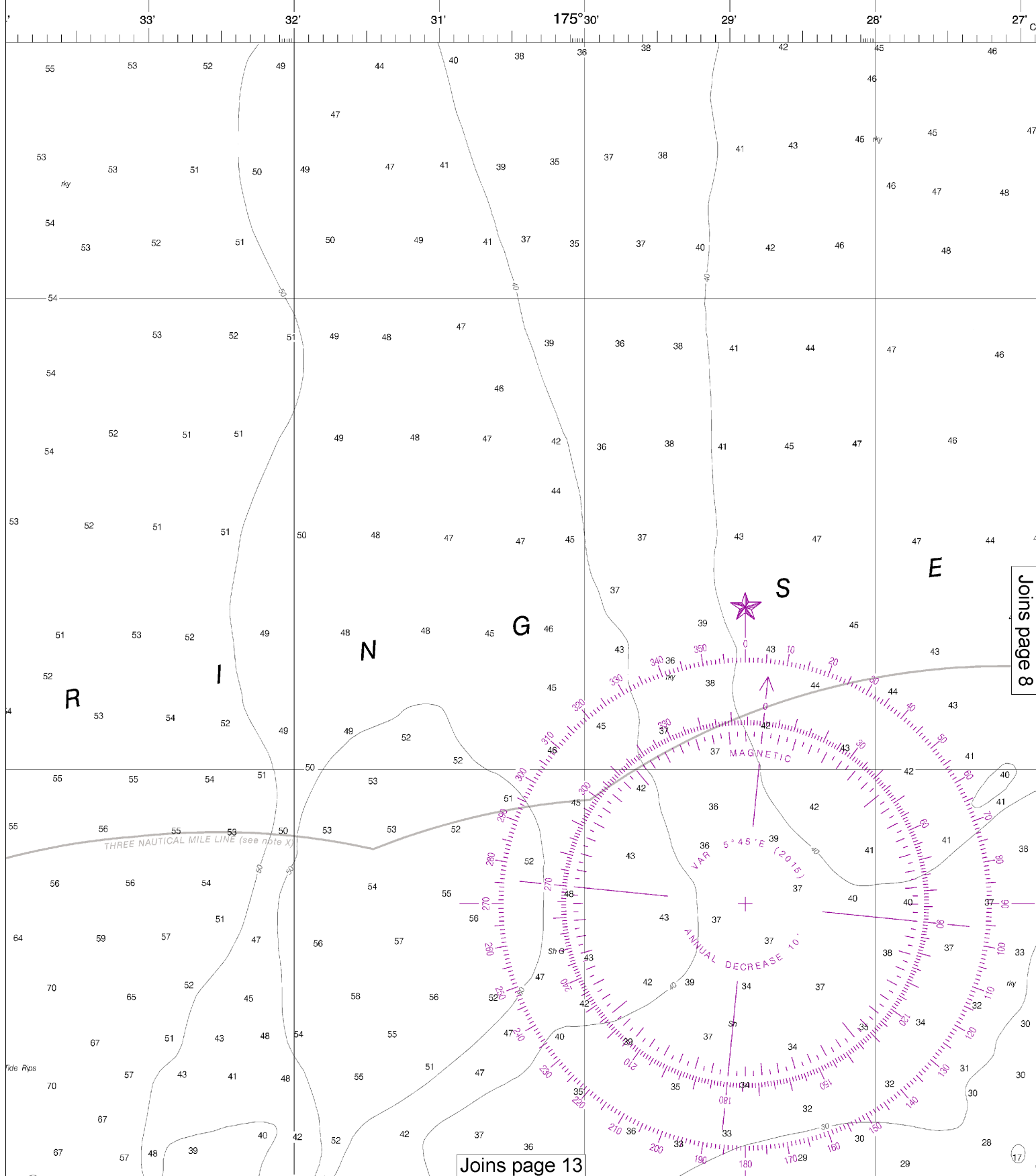
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

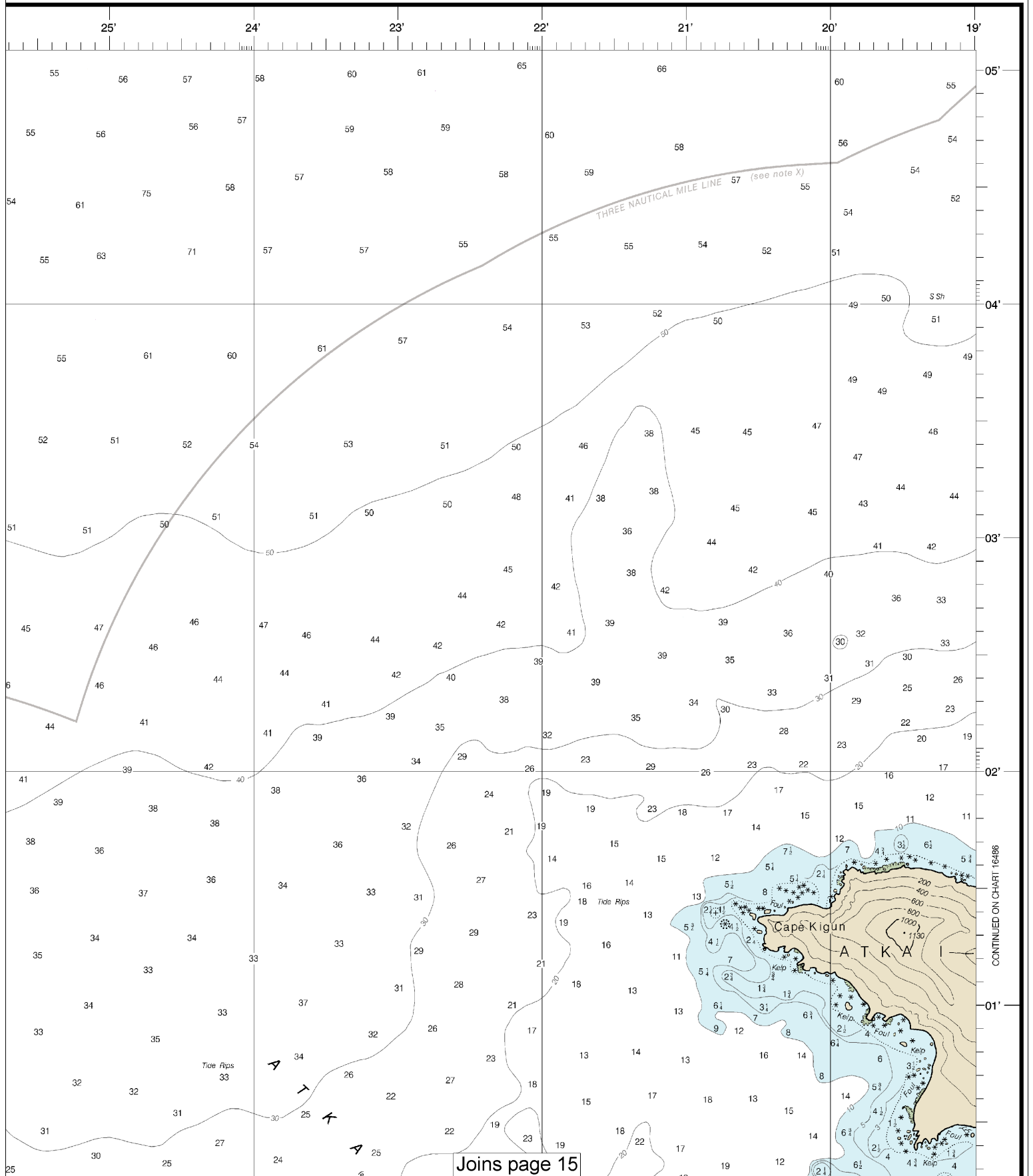
SCALE 1:30,000

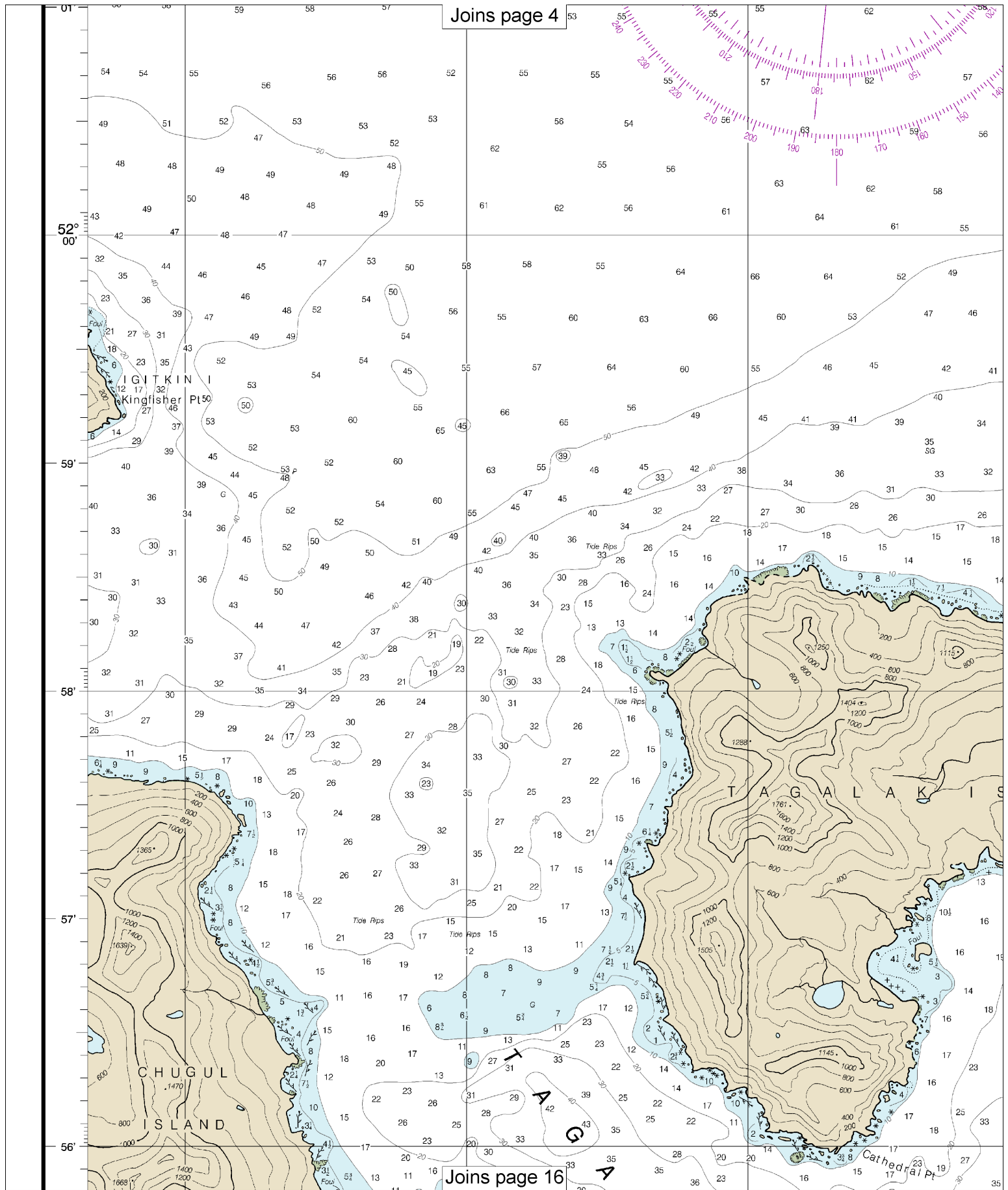
See Note on page 5.

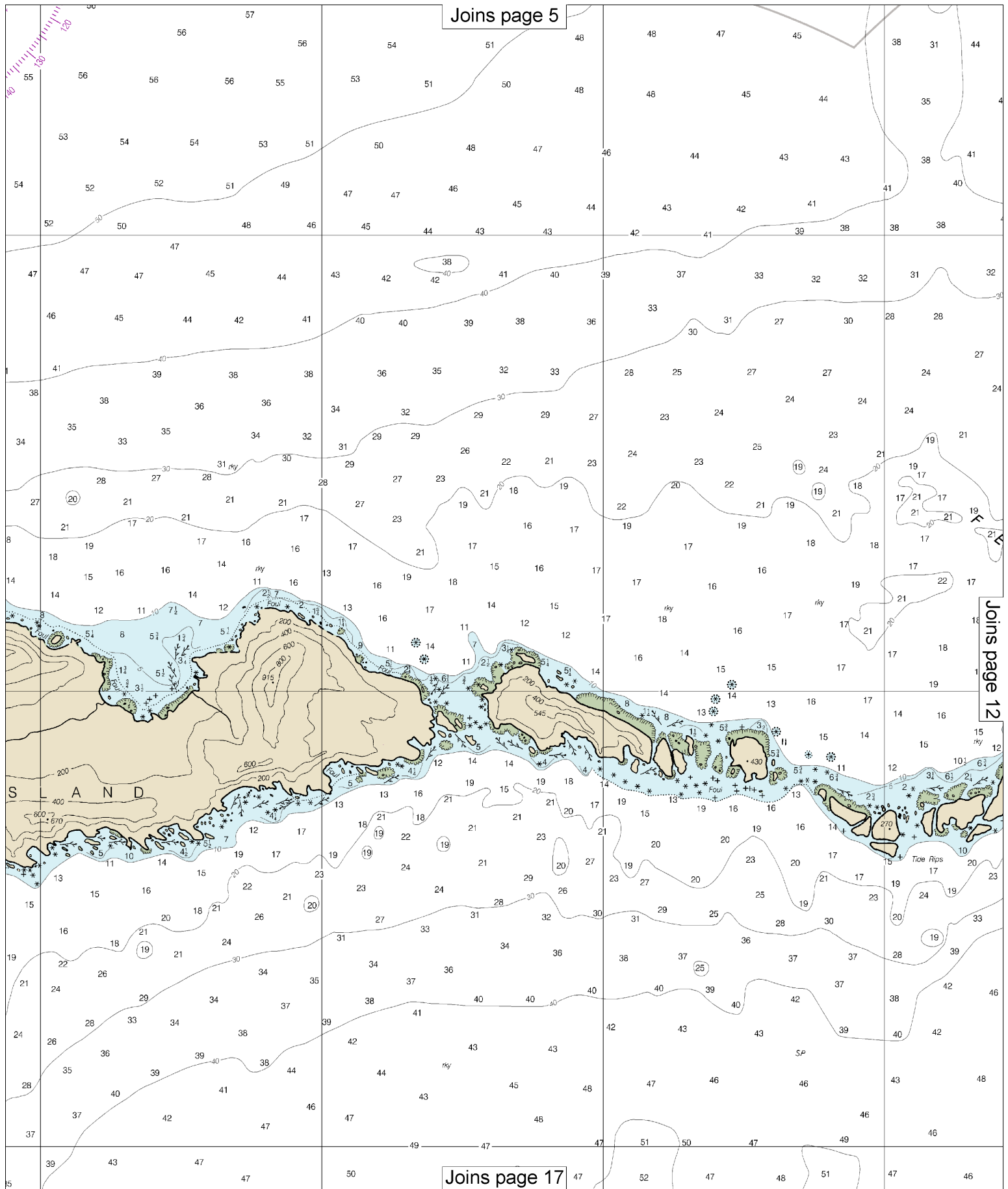


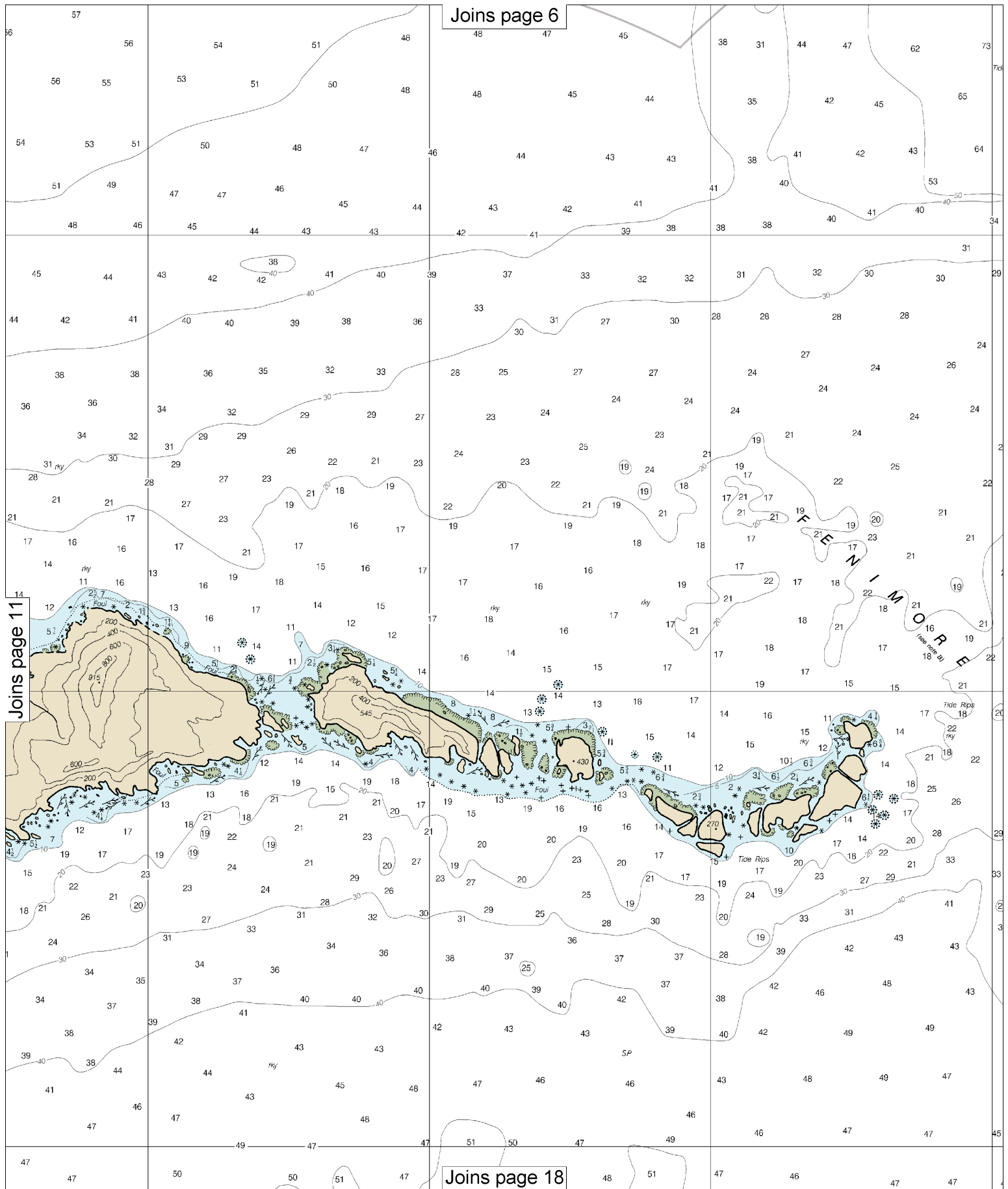


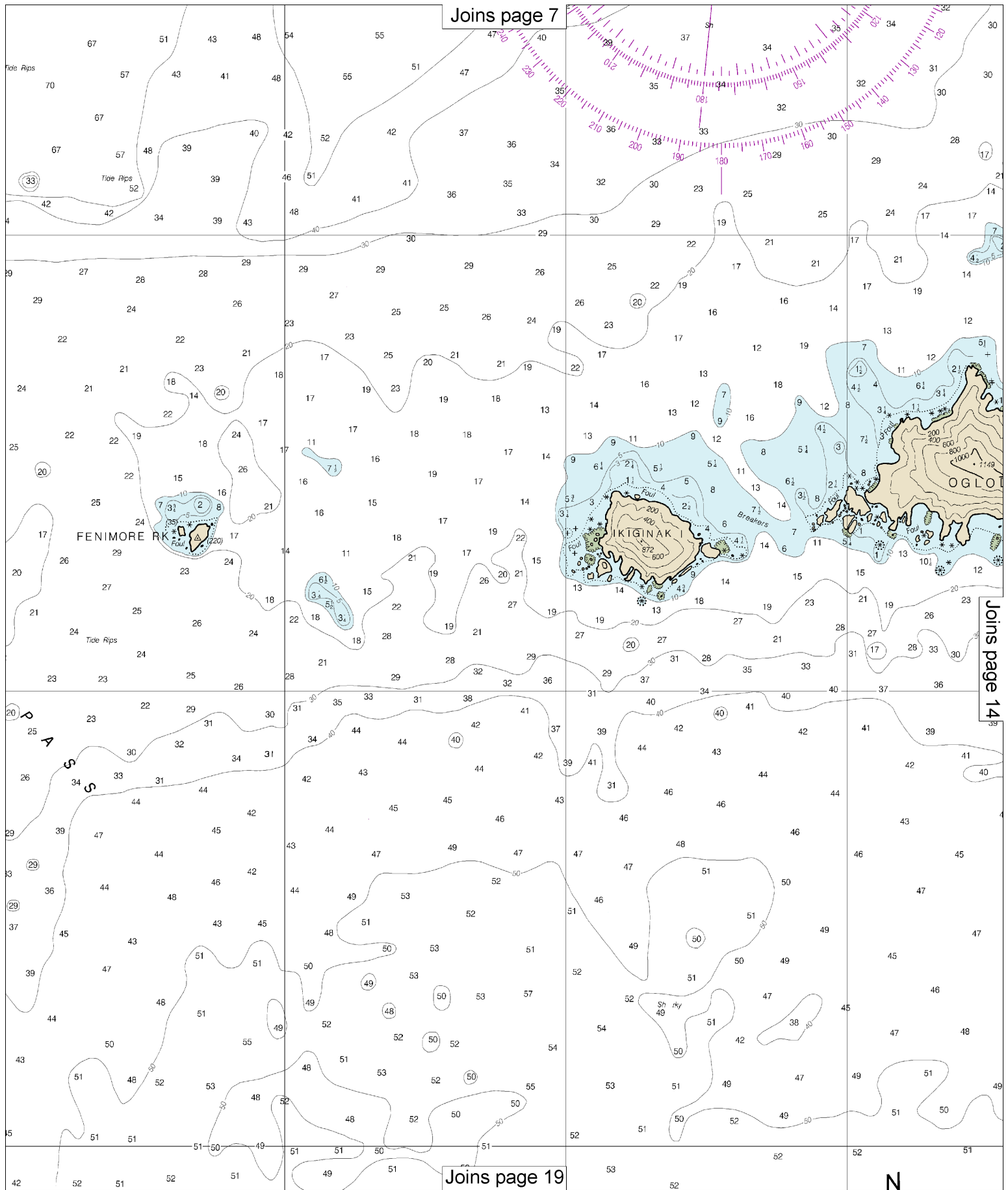
SOUNDINGS IN FATHOMS

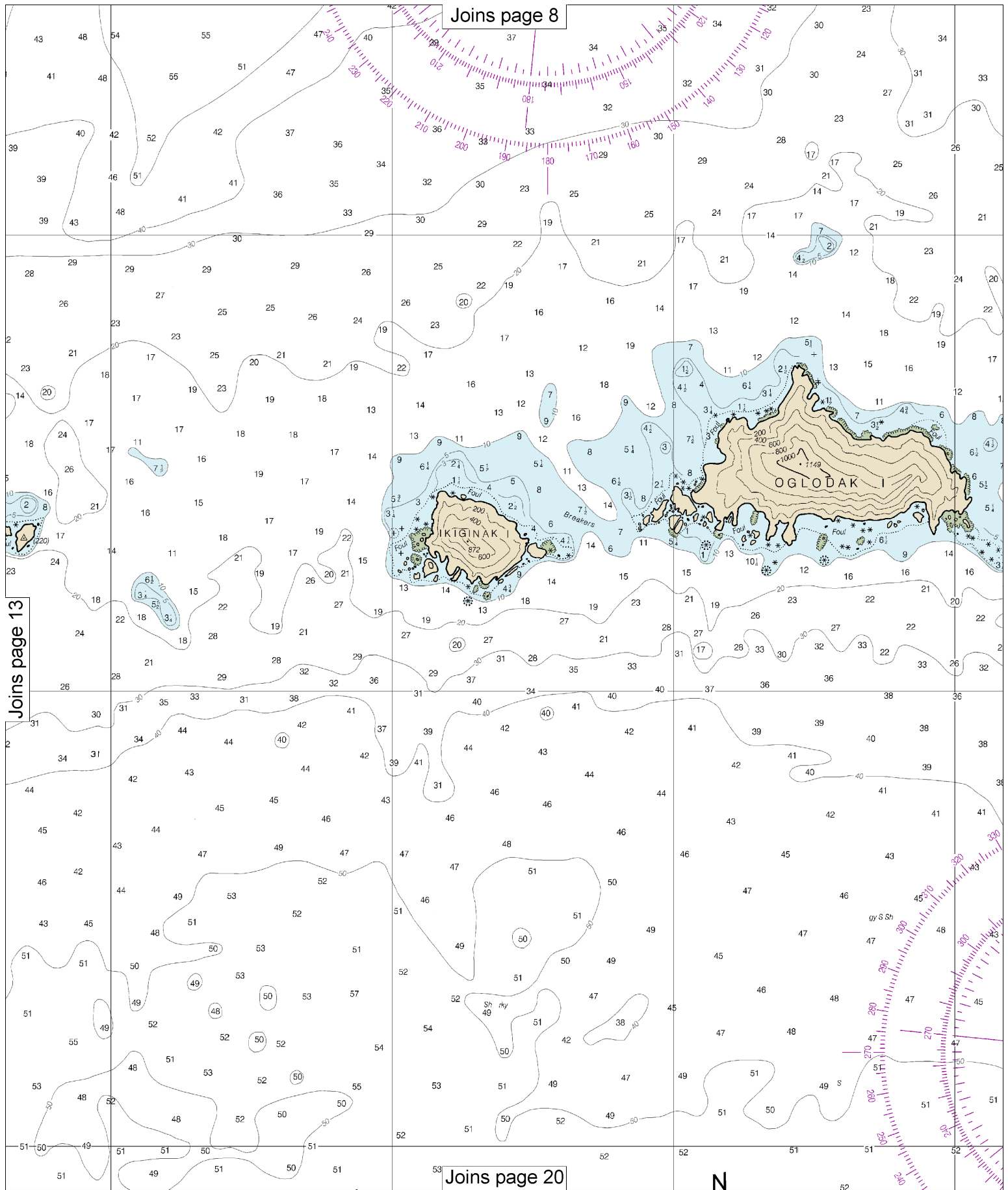












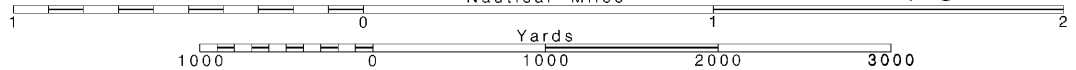
14

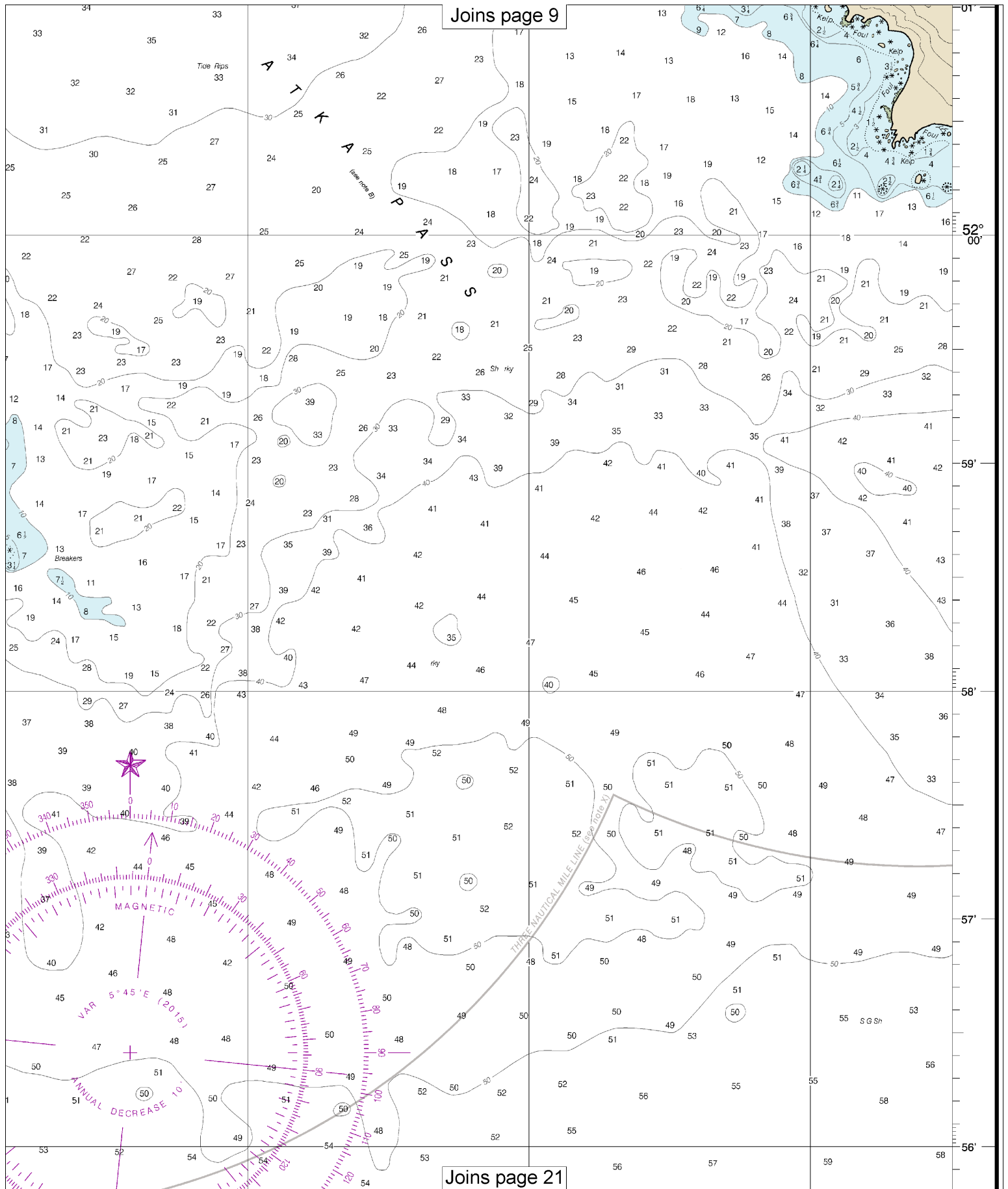
Note: Chart grid lines are aligned with true north.

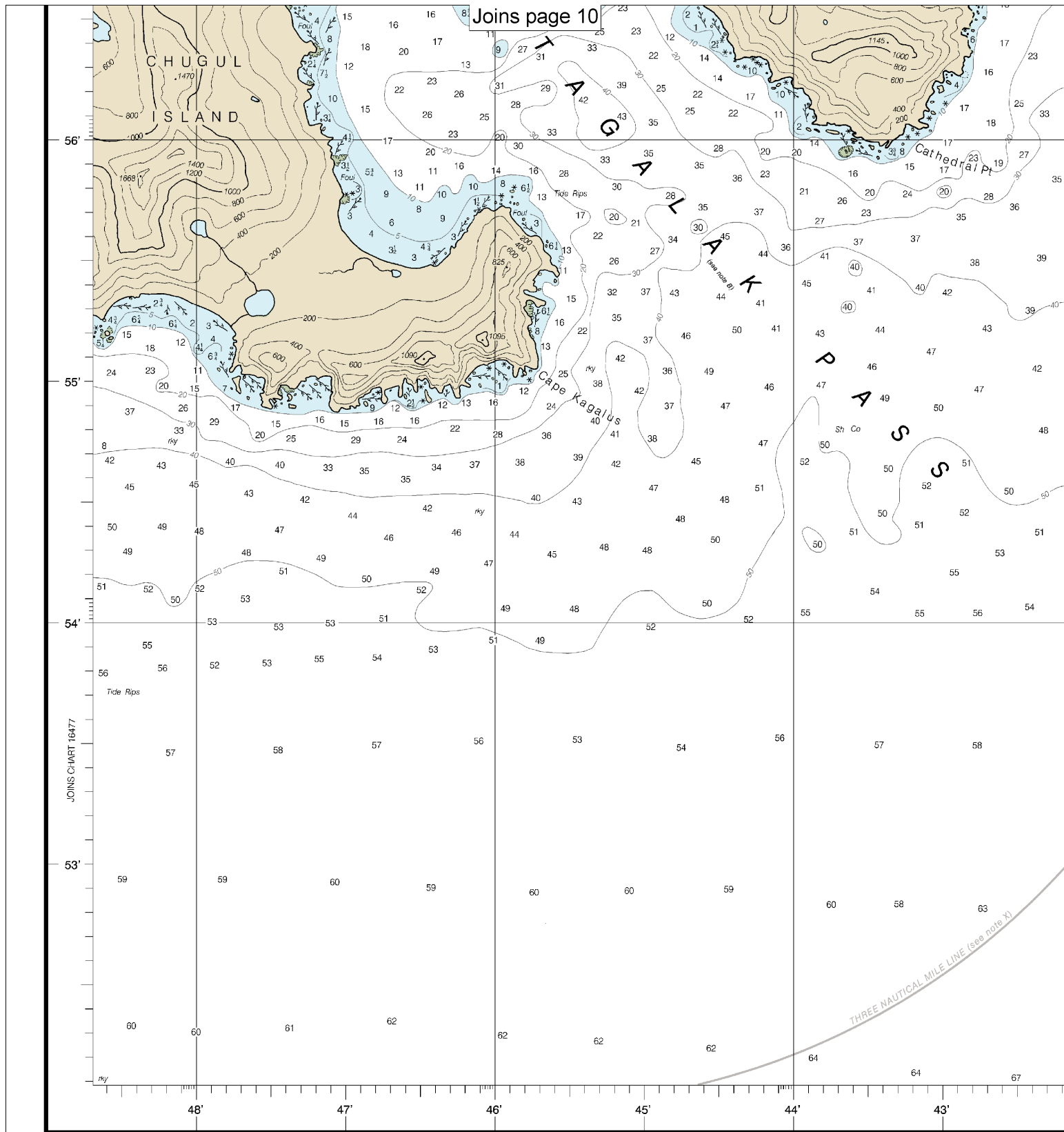
Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.







CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

16484

8th Ed., Mar. 2015. Last Correction: 12/10/2015. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

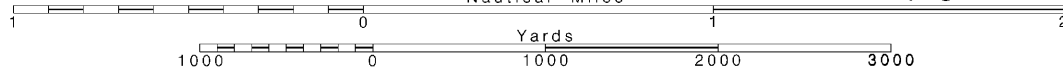
16

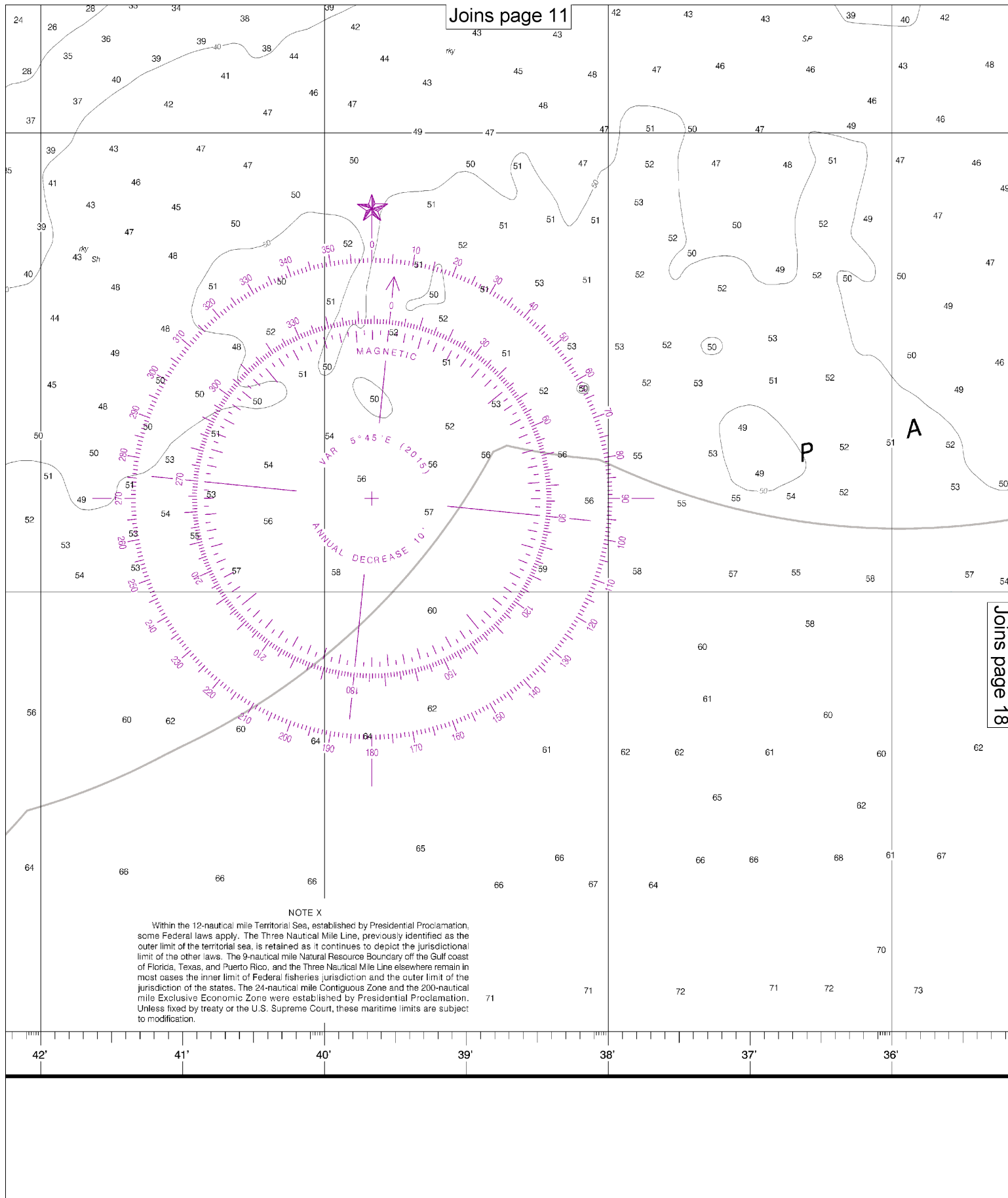
Note: Chart grid lines are aligned with true north.

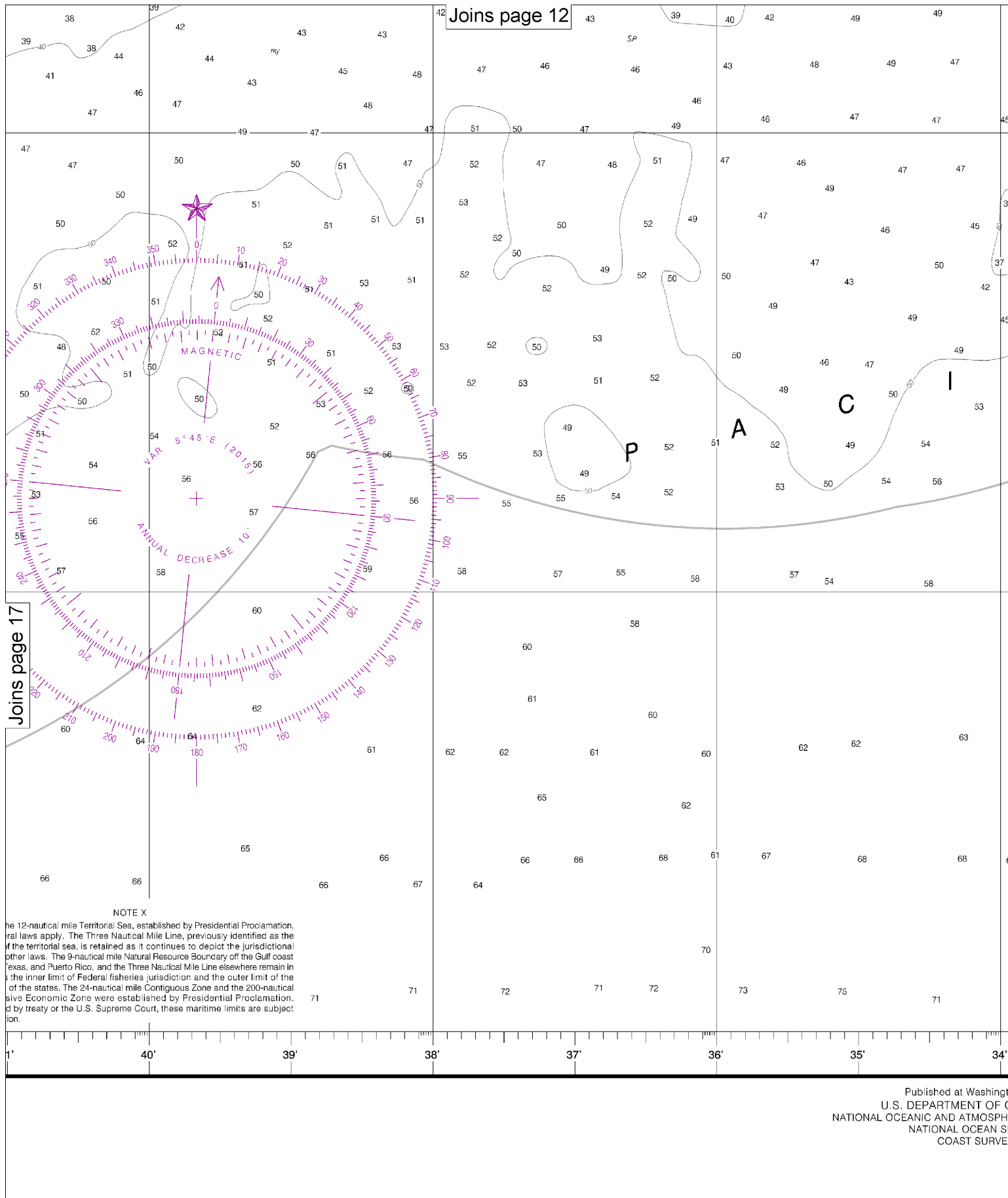
Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.







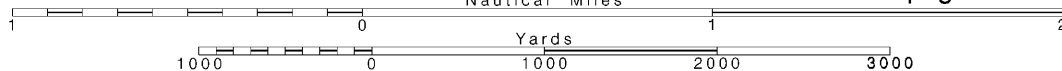
18

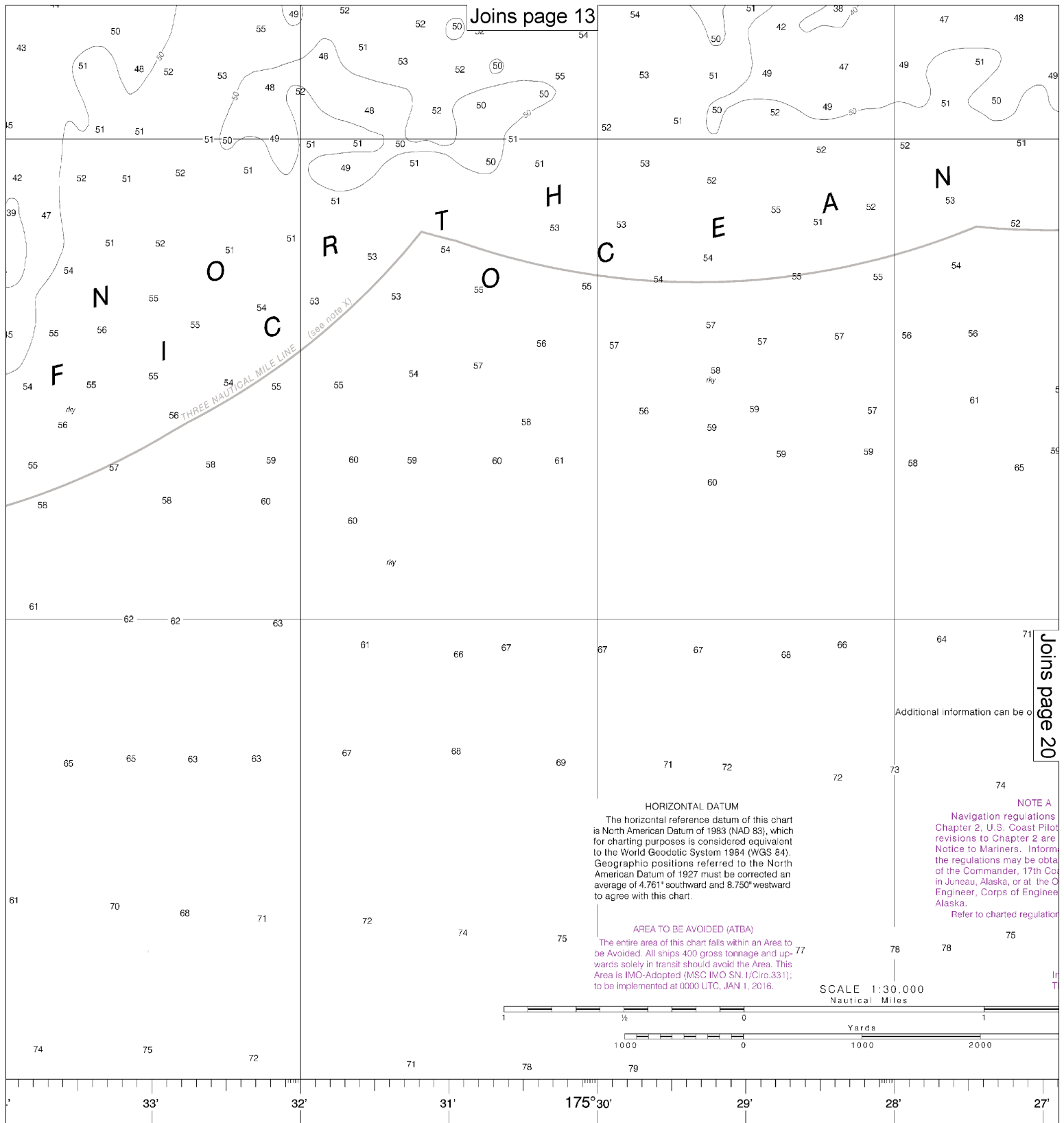
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000

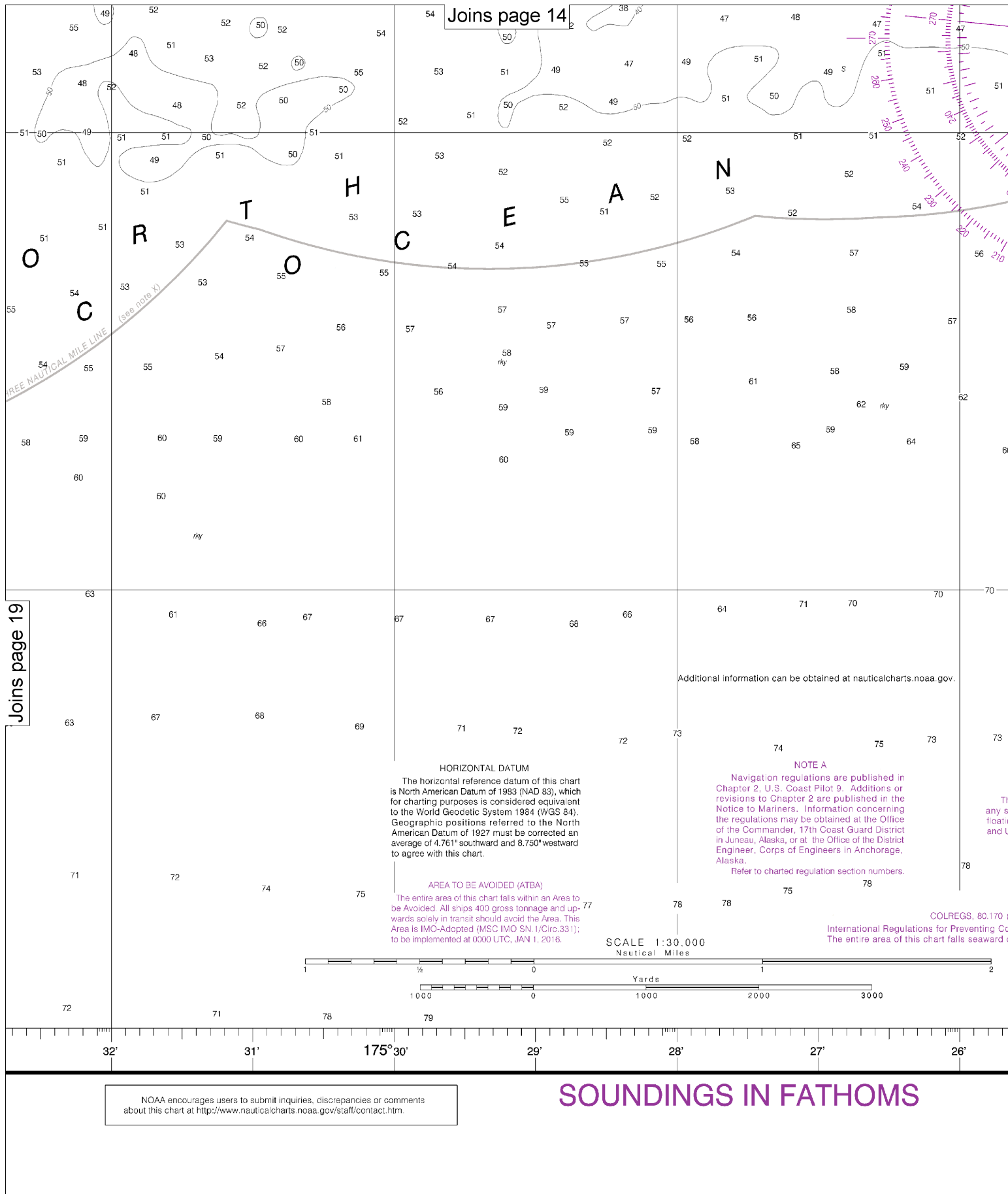
See Note on page 5.





ton, D.C.
COMMERCE
ERIC ADMINISTRATION
SERVICE
EY

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.



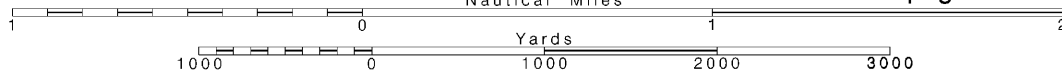
20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.





UNITED STATES
ALASKA - ALEUTIAN ISLANDS
ANDREANOF ISLANDS
ATKA I TO CHUGUL I

Mercator Projection
Scale 1:30,000 at Lat 51° 58'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Fenimore Pass	(51°58'N/175°35'W)	feet 3.3	feet --	feet --

Dashes (--) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/>.
(Feb 2015)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
A/ alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OSC obscured	s seconds
Bn beacon	LT Lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	SL M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B

Extremely heavy tide rips and strong currents, which at times make control of vessels difficult, may be encountered in the passages between the North Pacific Ocean and the Bering Sea. See Tidal Current Tables for supplemental information.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

WARNING

The prudent mariner will not rely solely on single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

(see note A)

Collisions at Sea, 1972.

of the COLREGS Demarcation Line.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Atka I to Chugul I
SOUNDINGS IN FATHOMS - SCALE 1:30,000

16484



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Interactive chart catalog	— http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.